The decision of Judge Fell of the su-preme court, denying absolutely all the claims of the plaintiff in the celebrated suit of William L. Lance sgainst the Lebigh and Wilkes-Barre Coal com-pany ends a litigation of general interest. On October 21, 1871, William L. Lance lessed to Thos. Brodrick, Thos. D. Conyngham and T. Frank Walter, their executors, administrators and assigns, all the coal upon and under, upwards of eighty-eight acres of land in the borough and township of Plymouth, at a royalty of 25 cents per ton of 2,240 pounds for all coal passing over a screen of a five-eighth inch mess. The lease was subs quently assigned to the Lebigh and Wilkes-Barre Coal company. The returns made by the Lehigh and Wilkes-Barre Coal company not being satisfactory to Lance, in June, 1890, he instituted proceed ings against the coal company for certain amounts which he claimed due

him. He claimed a royalty of \$121,-310 00 on the pea and buckwhest cost mined from his property; \$100,000 00 an impractical peripatetic photo-for the value of the culm or refuse grapher. George M. Puliman, with which it was claimed the com- whom he became acquainted in Chicompany had converted to its own use, and \$92,500 for the right of way on coal mined from other lands through his property. The total claim amount-ed to \$284,010. The claim as to the payment of royalty on the pen and and buckwheat coal was the principal one on which Lance based his hopes of recovery from the coal company, as he claimed that the terms used in the lease, "culm or refuse coal," embraced all the material passing through a screen of a 5-inch mesh, and from which coal the pea and buckwheat sizes were prepared. On the other hand, the company contended that such was not the intent of the lesse. When the lesse | Mr. Pullman, as Mr. Greene soon was executed, the sizes rea and buck | learned, had disclosed the inventor's was executed, the sizes pea and buck-wheat were not of sufficient value to justify the payment of royalty thereon, but nevertheless these sizes were known sizes of coal, and the lessees were at liberty to separate out and prepare them, without the payment of royalty thereon, Lance being entitled only to such material as did actually go to the culm pile, and which he was at liberty to remove at pleasure.

The matter having been referred to a referee, who found in favor of the defendant as to all the claims, Lance carried the case to the supreme court, which confirmed the referee's judgment. Judge Fell in his opinious ava "At the time the lease was made, 1871. there was not a general market for what is known as pea and buckwheat, or for sizes that would not pass over a five-eighths inch mesh. They were not considered of sufficient value to justify the payment of a royalty. They went to the culm or refuse or dirt pile. These piles were of no value and a withdrawal of its Sunday park trains, on source of annoyance and expense to account of the failure of the general public them mine, but the belief existed then, to patronize them. as now, that in the future, means might be devised to utilize the large quantities of good coal which they contained. Negotiating on this basis of fast and belief, the lessee was relieved from the payment for unmarketable coal, and ed to describe an inferior grade of oal, of but little value, and it really me into use to define coal not inferr in quality but unmarketable, and alueless because of its size. It was ne adaption of a word to a use closely kin to its original meaning. The ords 'cuim or refuse coal,' as used in the lease, meant refuse coal—that is to say, coal refused by the leasee, be-cause it was unsalable, and which, of necessity, to make room for the operation of the weeks, was removed and thrown into a pile. The lease included all the coal on the land, and the provision as to the sizes on which no royslty was to be paid, was a stipulation in favor of the lesses, not a reservation of anything of value by the lessor. We are of the opinion that all the questions which arose in the case were properly decided by the learned referee and the judgment is affirmed."

A petition is being circulated among the employes of the Reading Raitroad company over the entire system for a restoration of the wages paid prior to March 1. After the petition has been signed by the employes of all the divisions it will be forwarded to Superintendent Paxton, of Reading, who will lay it before the general manager of the company. It is the belief of the employes of the company that their petition will be granted, and that, com mencing with Sept. 1, all shops over the entire system will go on full time and the old rate of wages will be re-

Says a Duluth dispatch: The Biwabik Bessemer company, composed of Pennsylvania capitalists, has leased the mine of the Biwabik Ore company, and will operate it till such time as the latter can resume control. The new lessee has contracted with a heavy firm, which will mine a minimum of 1,000,-000 tons of ore a year for the next five years, and, should the market warrant, years, and, should the market warrant, is to do considerably more than this.

The original lessees' minimum output of 300,000 tons is to be taken out this the best remely for all sudden attacks of year. Almost 200 men and a large machinery outfit are already at work. Work will be carried on day and night, and 750 men will be employed.

The Pullman company according to the Philadelphia Stockholder, pays per cont per annum, but earns than twice as much as it pays. Its \$80,-000,000 of capital today represents a surplus of more than \$25,000,000, and of the more than \$50,000,000 of property owned by the Pullman company, only \$8,000,000 is invested in the town of Philman. Yet it is expected in time that the 510 acres of land owned by the company, out of the 3,500 acres comprising the town of Pullman, will eventually be worth the capital stock of the company. It may be safely said that Paul and Louisville and Nashville. Busino stockholder of the Poliman Palace Car company has ever received a dol lar in dividends from the investment in the town of Pollman, all the dividends of the company having been carned from the mileage of the Pullman cars. The arrangement of the Pullman company with the railroad companies is not the matter of a day or a year; the Pullman contracts cover two-thirds of the railroad mileage of the country, and most of these contracts have been made for periods covering twenty-five years.

A Wilkes-Barre dispatch to the Philadelphia Press says: "About seventy of the miners employed in the No. 4 slope of the Kingston Cosl company at Elwardsdale went out on strike Toesday afternoon, owing to an order issued by the general supering tendent of the company, Morgan | 102 | 103 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 | 106 |

Rosser. Notices were pasted early in the day ordering the men in the slope which is a very gassous part of the mine, to discontinue using the ordinary mine lamp, and instead work with safeties, Rosser giving as a reason for this order that it was necessary for the safety of the men. The miners at once held a consultation and decid-d to obey the order providing the prac-tice of docking was dispensed with. They argued with the small light of the safety lamp they would be unable to see well in loading their cars, and could not send out clean coal, which would pass the boss with moderate or no dockage, without being very careful and wasting much time and consequently money. They also said that it Resser was not willing to discontinue the docking he might offset the extra time used in cleaning the continue the docking he might offset the extra time used in cleaning the coal by increasing the amount paid for a car. The men at present get \$1.06. Superintendent Rosser refused to advance the rate of pay or to stop the dockage, and insisted that safety | W. & L. E. 1098 | W. & L. the dockage, and insisted that safety lamps be used at once whereupon the men went out. The company has as yet made no effort to fill their places.

Plymon B. Greene, the Vermont Yankee who went west in the early fifties to grow up with the country, invented the sleeping car. Green was with whom he became acquainted in Chicago, was a struggling house mover. The Chicago Herald says that Greene confided in Pullman and showed him the drawings of a model which was al-most complete. Indisputable records show that Greene obtained a patent for his plan in 1857, two years before Pullman's patent was obtained. Greene's patent was for a sleeping car, embodygeneral outline the principles of the Pullman sleeping car of today. Greene was unable, through want of funds, to to push his invention, and gave up in despair. A patent promotor who had been on intimate terms with Mr. Pull-man, made advances to Mr. Greens. plan to the promotor, and in utter dis-gust Greene sold a baif interest in his scheme to Woodruff for \$500. The next thing that Greene learned was that George M. Pullman obtained a patent for an adjustable sleeping car erth almost identically on the same ines of the model that Greene had unguardedly shown him, Greene sacrilead his half interest practically for a ong. Meanwhile Pailman is worth millions.

MINOR INDUSTRIAL NOTES:

Striking carpet weavers of the Lowell (Mass.) Manufacturing company voted to return to work at reduced pay.

The Reading railroad has announced the withdrawal of its Sunday park trains, on

T. H. Aldrich, general manager of the Tennessee Coal and Iron Road company,

has resigned to go to Cincinnati and en-gage in commercial pursuits. Revised statistics show that since Jan. 1 twenty-three roads, covering 2,288 miles of main track, have gone into the hands of receivers. These roads were capital-

Alpany and Syracuse.

The La Belle, Wheeling, Warwick and West Virginia China companies, the four largest potteries in this country, resumed in full after a seven months' stop. Over 1,500 employes are affected.

George B. Roberts, president of the Pennsylvania railroad corporations, has just commenced his fourteenth year in that position. He being elected to the presidency on the death of Thomas A. It is thought probable that the anthra-

cite sales agents will agree to lower the July restriction from 3,500,000 tons to 3,000,000 tons, despite the opposition of the western trade, which is just now anxious to market all the coal that it can

In March, 1872, the roads on what are known as the Pennsylvania system were capitalized at \$40,000,000, and the yearly earnings were then \$25,000,000; now the roads in the system are capitalized at \$815,000,000, and the net earnings are \$40,000,000.

The report that the Amalgamated Association of Iron and Steel Workers was preparing for a big strike has been denied by Secretary Kilgollan. The officials are only trying to strengthen their order by regaining some of the ground lost in the struggle of 1892. President Garland has said that the iron workers could not afford to and would not break a compact with the union manufacturers, who have just signed the wage scale for a year.

Two Lives Saved.

Mrs. Phoebe Thomas, of Junction City, Ill., was told by her doctors she had Con-sumption and that there was no hope for her, but two bottles Dr. King's New Disher, but two bottles Dr. King's New Dis-covery completely cured her and she says it saved her life. Mr. Thos. Eggers, 139 Florida St., San Francisco, suffered from a dreadful cold, approaching Consumption, tried without result everything else then ought one bottle of Dr. King's New Dis-covery and in two weeks was cured. He is naturally thankful. It is such results of which these are examples, that prove the wonderful efficacy of this medicine in Coughs and Colds. Free trial' bottles at Matthews Bros., Drug store. Regular size 50c and \$1 50c. and \$1.

FINANCIAL AND COMMERCIAL.

Stocks and Bonds Your, July 19 .- The amounce ment of the engagement of one million ad-ditional gold for shipment after the openg of business this morning had a tendency to weaken the general stock market. The reflway list was unfavoraby affected by the light traffic receipts for the first half of July and the month of May. Rumors of damage to the growing sorn and the further decline in wheat also perated against an advance in stock prices. Notwithstanding the unfavorable factors enumerated, the decline in the prominent ness was light and at a time trading in the railways almost at a standstill. American Sugar, however, was again active and figured for 62,300 shares in a grand total of 134,500 shares. The stock declined 1 to 1013f, rose to 103, declined to 1015 and closed at 1023f. The determined stand taken by Chairman Wilson was not to the liking of the bulls on the property. Chicago Gas. the bulls on the property. Chicago Gas gained & and Distillers 1% on the day. At the close the market was irregular, the railways being rather weak and the In-dustrials firm. Exchanges show loses of % to 1 per cent. except for the Industrials and Western Union which gained 1/2 to 11/2

Chie & N. W. 10134
Q. B. & Q. 7594
C. C. G. & St. L. 7494
C. C. C. & St. L. 1894
D. & H. 1895
D. & H. 1895
D. & C. F. 1995
Erie. 14
G. E. Co. 3014
Lake Shore. 1995
Lake Shore. 1995
Manhattan. 11995
Mat. Lead. 38
N. Y. & N. E.
N. Y. Central. 9794
N. Y. O. & W. Y. C. S. C. Co. 2116
N. Y. C. & S. W. U. S. C. Co. 2116
North Pac. Mail. Reading. 1794
Reading. 1794
Reading. 1794
Reading. 1794
Reading. 1794
Reading. 1794 103 1514 1438 4516 11576 206 2716 17734 2154 Reading 1754 Rock Island 6716 R. T. 1254 St. Paul. 5954 T. C. & I

Chicago Grain and Provisions. SCRANTON, July 19.—The following quota-tions are supplied and corrected daily by La Bar & Fuller, stock brokers, 121 Wyoming ave-

pening..... west .... .... ..... 43 415§ 43 4256 pening..... ABD. 687 680 680 185 SHORT RIBS.

New York Produce Market. New York, July 19,-Frour-Dull,

WHEAT - Dul, Me. lower: No. 2 red store and elsvator, 568-1857c.; affoar, 578-573c; f. o. b., 58-88-54c; ungraded red, 58-58c; No. 1 northern, 658-4c.; oprwd, 16 d.Se.; Na. 1 northern, 659/c.; options closed steady at \$4 5 c. under vester-day; No. 2, r d.July, 50/6... August, 57% c.; September, 58%; ; Decomber, 62/c.; Coux-Moderately active, easier; No. 2, 47s475/c.; elevator; 47/44475/c.; sfloat; options dull, steady at \$48/c. decime; Joly, 47c.; August, 475/c.; September, 47/c.; December, 44c.

The Lehigh and Hudson has increased the pay of its trainmen 10 per cent.

Six hundred men went to work in the Illinois Steel company's Bay View, Wis., works.

Following the example of American lines, Canadian steamship lines have cut their steerage lines.

Striking carnet weavers of the Lowell

3017, 47c.; August, 47%c.; September, 47c.; December, 44c.; Dars—Dull, irregular; lower; opticn, 40ll, %c lower to ble. higher, irregular; 50lly, 38k/c.; August, 52%fc.; September, 44c.; October, 31½c.; No. 2 white July, 39c.; spot prices, No. 2 total2c.; No. 3 white, 42c.; mixed western, 42c.; white state, 45 above.

BEEF-Dall, stendy. TREECED BEEF-Dull, stendy. CUT MEATS Steady. MIDDLES - Nominal.

Land-Quiet, steady; western steam. \$7.25; city, 634c; July, \$7.20; September, \$7.20; refined, juli; continent, \$7.55; South

America, \$7.85; compound, 6a6½c.

Portx—Dull, steady.

BUTTER—Fancy firm, good demand; state dairy, 12a17c.; do. creamery, 14½a17½c.;
Pennsylvania, do., 14a14½c.; factory, 9½a14c.; elgins, 17½c.; imitation creamery, 11½a14½c.

Furuse. Firm sacy

Philadelphia Tallow Market. PHILADELPHIA. July 19 -- Tallow was dull and unchanged. Prices were: Prime city in hogsheads, 436a436c.; prime country, in barrels, 436c.; do. dark in barrels, 336a 4c.; cakes, 43c.; grease, 33c.

NCT MERALY IN FUN.

Philadelphia Times. The strikers had their fun while tearing up and defying the injunctions of the United States courts, and a whole swarm of them are pretty certain to pay for their tun by spending a term in prison. The United States curts are in the habit of having their decrees obeyed, not defied and there is a rod in pickle for those who supposed the United States government was only in fun in attempting to get its

INVALIDS' FOOD. Chronic Dysentery

MARY S. TORREY. 131 West 63d Street, New York

"There is nothing to be compared to Bovinine for chronic dysentery. During my two years' illness I tried every other invalid food, without avail.

The Original Raw Food

will subdue the worst attack in one day, if taken simply with water, and other foods discarded. If I had known of Bovinine sooner, my disease would never have become chronic."

For sale at all druggists. THE BOVININE CO., NEW YORK.



MENTHOL The surest and rafest remedy for the Sale Hearn, and Sores, Barris, Cola. Wonderful remote for FILES. Price, 28 ets, at Drug-BALI glass by mad pressure, Address as above, BALI

For sale by Matthews Bros. and John

For Delicacy,

For purity, and for improvement of the complexion, nothing equals Pozzonr's Powder.

Look Here!

There are a great many cards, pamphlets, circulars and other advertising matter constantly being distributed among the public.

Not everybody has a taste for reading. Have your printing done in an attractive and novel style.

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JOB DEPT. is able to please you in every respect.

Pimples, Blotches PRICKLY ASH, POKE ROOT Catarrh, Malaria AND POTASSIUM Makes and Kidney Troubles

Marvelous Cures in Blood Poison Rheumatism and Scrofula

P. P. P. purifies the blood, builds up the weak and debilitated, gives atrength to weakened nerves, expels disasses giving too patient health and applaces where sickness, gloomy feelings and lassitude first prevailed. For primary, secondary and tertiary applills, for blood poisoning, mercurial poison, maiaria, dyspepsia, and in all blood and skin diseases, like blotches, pimples, old chronic ulcers, tetter, scald head, boils, erysipsias, eczema we may any, without fear of gontradiction, that P. P. P. is the best blood purifier in the world, and makes positive, speedy and permanent cures in all cases.

Ladies whose systems are poisoned and whose blood is in an impure condi-tion, due to menstrual irregularities, are peculiarly benefited by the won-derful build and blood cleansing prop-orties of P. P. P. - Prickly Ash, Poke Root and Fotussium.

Spaisoffeld, Mo., Aug. 14th, 1893.

- I can speak in the highest terms of your medicine from my own personal movements. I want to be a special with the series of your medicine from my own personal construction. I want to be a special with the series of t

Are entirely removed by P.P.P. -Prickly Ash, Poke Root and Potas-aium, the greatest blood purifier on earth. MESSES. LIPPMAN BROS., Savannah, Ga.: DEAR SIRS-I bought a bottle of your P.P. P. at Hot Springs, Ark., and it has done me more good than three months' treatment at the Hot Springs. Send three bottles C. O. D.

Respectfully yours,
AS. M. NEWTON,
Aberdeen, Brown County, O.

Capt. J. D. Johnston.

To all taken if may concern: I hereby testify to the wenderful properties of P. P. P. for eruptions of the skin. I suffered for several years with an unsightly and disagreeable cription on my face. I tried every known remedy but in vain, until P. P. P. was used, and am now entirely curred.

(Bigned by) J. D. JOHNSTON, Savannah, Ga. Skin Cancer Cured. Testimony from the Mayor of Sequin, Tex.

SEQUIN, TEX., January 14, 1893.

MESSES, LIPPMAN BIOS., SAVERIBA,
Ga.; Genilemen—I have tried your P.
P. P. for a discense of the skin, causily
known as skin cancer, of thirty years'
standing, and found great relief; it
purifies the blood and removes afferritation from the seat of the disease
and prevents any appreciating of the

ritation from the seat of the disease and prevents any spreading of the sores. I have taken five or six bottles and feel confident that another course will effect a care. It has also relieved me from indigestion and stomach troubles. Yours truly,

CAPT. W. M. RUST,

Attorney at Law. Book on Blood Diseases Molled Free. ALL DRUGGISTS BELL IT. LIPPMAN BROS. -

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ALSO 50 ELEGANT GOLD WATCHES. 75 HANDSOME MANTEL CLOCKS, 100 ELEGANT NICKEL WATCHES.

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If he does not keep it send us order for 20 BARS FOR TRIAL FOR \$1.00, or for a Box 100 cakes 75 pounds \$4.50. Joseph S. & Thomas Elkinton, 227 Chestnut Street, Phila.

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William Connell, George H. Catlin, Alfred Hand, dames Archibald, Lenry Beiln, jr., William T. Woith Luther Kretter

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FREE TO GUES S. Altitude about 2,000 feet, equalling in this respect the Adirondack and Catsaill Mountains. tains.

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turing Company Have removed their office to their

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NUMBERS 141, 143, 145, 147, 149, 151

MERIDIAN ST.

TELEPHONE NUMBER, 8682.



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THE GREAT Soun Day PRENCH REMEDY roduces the above results in 30 days. It a to owerfully and quickly. Cures when all others fail powerfully and quickly. Cures when all others fail Young men will regard their less manhood, and old men will recover their youthful vigor by using REVIVO. It quickly and surely resto as Nervous

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THE WESTMINSTER, 217-219 Wyoming ave. Rooms heated with steam; all modern improvements. C. M. TRUMAN, Prop. THE ELK CAFE, 125 and 127 Franklin ave 1 nue. Rates reasonable. P. Ziegler, Proprietor.

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Sixteenth street, one block cast of Broadway.
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American plan, \$1.50 per day and upward. COYNE HOUSE, Luropean plant good rooms, Open day and night. Bar supplied with the best.

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MISCELLANEOUS BAUER'S ORCHESTRA - MUSIC FOR balls, picnics, parties, receptions, weddings and concert work furnished. For terms address R. J. Bauer, conductor. 117 Wyoming ave., over Hulbert's music store. HORTON D. SWARTS - WHOLESALE lumber, Price building Scranton, Pa. M supplies, envelopes, paper bags, twine, Warehouse, 130 Washington ave., Scranton

HOESE AND CARRIAGES FOR SALE of P33 Capous, venue D. L. FOOTE, Agent FRANK P. BROWN & CO., WhOLE sale dealers in Woodware, Cordage and Di Coth, 73 W. Lackawsens evenue. EZRA 1 .N. & SO. S. builders and contract tors. Yambs: Corner Olive st. and Adam aver: corner Ashist. and Penn ave., Scranton

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THE DICKSON MANUFACTURING CO. Locomotives and Stationary Engines, Boilers, HOISTING AND PUMPING MACHINERY.

7 19 f1030 9 48 7 08 11 49 9 38 6 51 11 31 9 15 6 48 f1180 9 12 f6 48 ... [9 0]

6 25 11 07 8 44

General Office, SCRANTON, PA

Allentown, 8.20 a. m., 12.50 p. m.

For Pottsville, 8.20 a. m., 12.50 p. m.

Returning, leave New York, foot of Liberty street, North river, at 2.10 (express) a. m., 1.10, 1.20, 2.30 (express with Buffet parlor car) p. m. Sunday, 4.30 a. m.

Leave Philadelphia, Reading Terminal, 9.00 a. m., 2.00 and 4.51 p. m. Sunday, 6.27 a. m.

Through tickets to all points at lowest rates may be had on application in advance to the ticket agent at the station.

H. P. BALDWIN,

Gen. Pass. Agent. J. H. OLHAUSEN, Gen. Supt.

DELAWARE AND HUD
SON RAILROAD.
Commencing May 29, 1892,
trains will run as follows:
Trains leave Bridge Street
Station Scranton, for Pittston, Wilkes-Barre, etc., 8.0,
1.25, 2.38, 4.16, 5.16, 6.15, 9.15
and 11,55 p. m.
For New York and Philiadelphia, 800 a. m., 12.10, 1.25,
4.16 and 11.30 p. m.

CENTRAL RAILROAD OF N. J.

LEHIGH AND SUSQUEHANNA DIVISION Anthracite coal used exclusively, insuring cleanliness and comfort.

TIME TABLE IN SPECT MAY 20, 1894.

Time Table in seffect May 20, 1894.

Trains leave Scranton for Pittston, Wilkes-Barro, etc., at 8 24, 9 15, 11.30 a m., 12.50, 2.00, 330, 5.00, 7.25, 11.05 p. m. Sundays, 9.00 a. m., 100, 2.15, 7.10 p. m.

For A lantic City, 8.20 a. m.

For New York, Newark and Elizabeth, 8.20 (express) a. m., 12.50 (express) with Buffet parlor car), 5.30 (express) p. m. Sunday, 2.15 p. m.

For New York and Philiadolphia, 800 a.m., 12-10, 1.25,
2.5, 4.16 and 11.39 p. m.
For Housedale (from Delaware, Lackawanna
and western depoty, 7.09, 8.39, 10.10 a.m., 12.00
m., 2.17, 5.10 p. m.
For Carbondale and intermediate stations,
5.40, 7.00, 8.30, 10.10 a. m., 12.00 m., 2.17, 3.25, 5.10,
6.29 and 9.35 p. m.; from Bridge Street Depot,
2.66 a. m., 2.17 and 11.35 p. m.
Fast express to Albany, Saratoga, the Adirondack Mountains, Boston and New England
points, 5.40 a. m., arriving at Albany 12.45,
Saratoga 2.81 p.m., and leaving Scrauton at 2.17
p. m., arriving at Albany at 8.50 p. m., Saratoga, 12.55 a. m., and Boston, 7.00 a. m.
The only direct route between the coal fields
and Boston. "The Leading Tourists" Bouts
of America' to the Adirondack Mountain resorts, Lakes George and Champlain, Montreal,
etc.
Time tables showing local and through train

etc.
Time tables showing local and through train service between stations on all divisions Delaware and Hudson system, may be obtained at all Delaware and Hudson ticket offices.

H. G. YOUNG, J. W. BURDICK, Second Vice President. Gen. Pass. Agt.



Train leaves Scranton for Philadelphia and New York via D. & H. R. R. at 8 a.m., 1210, 239 and 1135 p. m. via D., L. & W. R. R. 603, 808 H. 20 a.m., and 1.30 p. m.
Leave Scranton for Phitaton and Wilkes-Barre via D., L. & W. R. R., 6.00, 808 H. 20 a.m. 1.80, 255, 5.07 s. 0.p. m.
Leave Scranton for White Haven, Hazleton, Pottsville and all points on the Beaver Meadow and Pottsville branches, via E. & W. Leave Scranton for White Haven, Hazleton, Pottsville and all points on the Beaver Meadow and Pottsville branches, via E. & W. V. & 40 m. v. a D. & H. R. R. at 8 m.m. 12.10, 2.38, 4.16 p.m. via D. L. & W. R. R., 6.00, 8.02, 11.39 m.m. 1.59, 5.00 m.m. 1.50 m.m. 1.50 d. m.m. 1.50 p.m. 1 Junction, 8.08 a.m., 1.30, 8.50 p. m., via E. W. R. R. 3.41 p. m.,
For Eim ra and the west via Salamanos, via
1 d. H. R. R. 200 a.m., 1.210, 3.5 p. m., via D.,
L. & W. R. R., 8.08 a.m., 1.20 and 8.07 p. m.
Pullman parlor and sleeping or L. V. chair
cars on all trains between L. & B. Junction or
Wilkes-Barre and New York, Philadelphia,
Ruffalo and Suspendon Bridge,
ROLLIN H. WILBUR, Gen. Supt. East Div.
CHAS. S. L.-E. Gen. Pass. Ag't, Phila, Pa.
A. W. NONNEMACHER, Ass't Gen. Pass. Ag't,
South Bathlehm. Pa. South Bethlehem, Pa.

DELAWARE, LACKAWANNA AND WESTERN RAL ROAD.

Trains leave Scranton as follows: Express for New York and all points East, 1.40, 2.03, 5.15, 8.00 and 9.50 a. m.; 12.55 and 3.50 p. m.

Express for Easton, Trenton, Philadelphia and the South, 5.13, 8.00 and 9.51 a. m.; 12.55 and 3.50 p. m.

Washington and way stations, 3.55 p. m.

Tobyhanna accommodation, 6.10 p. m.

Express for Binghamton, Oswego, Elmira, Corning, Bath, Dansville, Mount Morris and Buffalo, 12.10, 715 a. m. and 124 p. m., making close connections at Buffalo to all points in the West, Northwest and Southwest.

Bath accommodation, 9 a. m.

Binghamton and way stations, 12.37 p. m.

Nichol on accommodation, 8 a. m.

Binghamton accommodation, 8 a. m.

Binghamton accommodation, 8 a. m.

Signal of the commodation, 9 a. m.

Binghamton and Elmira Express, 6.05 p. m. Express for Cortland, Syracuse, Oswego, Utica and Richfield Springs, 215 a. m. and 1.2

thinca, 2.15 and Bath #8 m and 1.24 p m.

For Northumberland, Pittston, Wilkes-Barra,
Plymouth, Bloomsburg and Danville, making
close connections at Northumberland for
Williamsport, Harrisburg, Baltimora, Wash
ington and the South.

Northumberland and intermediate stations,
600, %55 a m and 1.30 and 6.07 p m.

Nanticoses and intermediate stations, 8.03
and 11.39 a m. Plymouth and intermediate
stations, 3.50 and 8.5 p. m.

Pullman parior and elseping coaches on all
express trains. express trains.
For detailed information, pocket time tables, etc., apply to M. L. Smith, city ticket office, 325 Lackswams avenue, or depot ticket office.

NEW YORK, ONTARIO AND WESTERN RAILWAY CO. TIME TABLE IN EFFECT SUNDAY, JUNE 24. Trains leave Scranton for Carbondale at 8,30, 10,55 a.m. and 6 10 p.m. For Hancock Junction, 10,55 a.m. and 6.10 Trains leave Hancock Junction for Scraw ton, 6a m and 205 p.m.
Trains leave Carbondale for Scranton at 724 a.m. and 8.94, 5.84 p.m.



North Bound. South Bound 203 203 201 202 204 206 Stations Park Daily, Ex-

Olyphant

Dickson Throop

Providence Park Piace

5 10:10 55 x 30 scranton 8 05 4 20 6 20 H A H A H Leave Arrive A MP MP M

All trains run daily except Sunday, f. signifies that trains stop on signal for pas-